

ARMY AND NAVY CHRONICLE.

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SEMINOLE CAMPAIGN.

OFFICIAL.

REPORT OF THE BATTLE OF OKEE CHOEBEE,
ON THE 25TH DECEMBER, 1837,
*With a statement in detail of his operations in the field
from the 19th December to the 4th January.*

HEAD QUARTERS, FIRST BRIGADE,
ARMY SOUTH OF THE WITHLACOOCHEE,
Fort Gardiner, January 4, 1838.

SIR:—On the 18th ultime I received at this place a communication from Major General Jesup, informing me that all hopes of bringing the war to a close by negotiation, through the interference or mediation of the Cherokee delegation, were at an end, Sam Jones, with the Mickasukies, having determined to fight it out to the last; and directing me to proceed with the least possible delay against any portion of the enemy I might hear of within striking distance, and to destroy or capture him.

After leaving two officers and an adequate force for the protection of my depot, I marched the next morning with twelve days rations, (my means of transportation not enabling me to carry more) with the balance of my command, consisting of Captain Munroe's company of the 4th Artillery, total 35 men; the 1st Infantry, under the command of Lieutenant Colonel Davenport, 197 strong; the 4th Infantry, under the command of Lieutenant Colonel Foster, 274; the 6th Infantry, under Lieutenant Colonel Thompson, 221; the Missouri volunteers, 180; Morgan's Spies, 47; Pioneers, 30; Pontoneers, 13; and 70 Delaware Indians; making a force, exclusive of officers, of 1,032 men; the greater part of the Shawnees having been detached, and the balance refusing to accompany me, under the pretext that a number of them were sick, and the remainder were without moccasins.

I moved down the west side of the Kissimmee, in a southeasterly course, towards Lake Istogoga, for the following reasons: First, because I knew that a portion of the hostiles were to be found in that direction; second, if General Jesup should fall in with the Mickasukies and drive them, they might attempt to elude him by crossing the Kissimmee from the east to the west side of the peninsula, between this and its entrance into the Okee-Chobee, in which case I might be near at hand to intercept them; third, to overawe and induce such of the enemy who had been making propositions to give themselves up, and who appeared very slow, if not to hesitate, in complying with their promises on that head, to surrender at once; and lastly, I deemed it advisable to erect block-houses and a small picket work on the Kissimmee, for a third depot, some forty or fifty miles below this, and obtain a knowledge of the intervening country, as I had no guide who could be relied on, and by this means open a communication with Colonel Smith, who was operating up the Caloosehatchee, or Sanybel river, under my orders.

Late in the evening of the first day's march, I met the Indian chief Jumper, with his family, and a part of his band, consisting of fifteen men, a part of them with families, and a few negroes—in all, sixty-three souls—on his way to give himself up, in conformity to a previous arrangement I had entered into with him. They were conducted by Captain Parks, and a few Shawnees. He (Parks) is an active and intelligent half breed, who is at the head of the friendly Indians, both Shawnees and Delawares, and who I had employed to arrange and bring in Jumper, and as many of his people as he could prevail on to come in. We encamped that night near the same spot; and the next

morning, having ordered Captain Parks to join me, and take command of the Delawares, and having despatched Jumper in charge of some Shawnees to this place, and so on to Fort Fraser, I continued my march after having sent forward three friendly Seminoles to gain intelligence as to the position of the enemy.

About noon on the same day, I sent forward one battalion of Gentry's regiment, under command of Lieutenant Colonel Price, to pick up any stragglers that might fall in his way; to encamp two or three miles in advance of the main force; to act with great circumspection, and to communicate promptly any occurrence that might take place in his vicinity important for me to know. About 10 p. m. I received a note from the colonel, stating that the three Seminoles sent forward in the morning had returned; that they had been at or where Alligator had encamped, 12 or 15 miles in his advance; that he (Alligator) had left there with a part of his family four days before, under the pretext of separating his relations, &c. from the Mickasukies, preparatory to his surrendering with them; that there were several families remaining at the camp referred to, who wished to give themselves up, and would remain there until we took possession of them, unless they were forcibly carried off that night by the Mickasukies, who were encamped at no great distance from them.

In consequence of this intelligence, after directing Lieutenant Colonel Davenport to follow me early in the morning with the infantry, a little after midnight I put myself at the head of the residue of the mounted men, joined Lieutenant Colonel Price, proceeded on, crossing Istogoga Outlet, and soon after daylight took possession of the encampment referred to, where I found the inmates, who had not been disturbed. They consisted of an old man and two young ones, and several women and children, amounting in all to 22 individuals. The old man informed me that Alligator was very anxious to separate his people from the Mickasukies, who were encamped on the opposite side of the Kissimmee, distant about 20 miles, where they would fight us. I sent him to Alligator, to say to him, if he was sincere in his professions, to meet me the next day at Kissimmee, where the trail I was marching on crossed, and where I should halt.

As soon as the infantry came up, I moved on to the place designated, which I reached late that evening, and where I encamped. About 11 p. m. the old Indian returned, bringing a very equivocal message from Alligator, who he stated, he had met accidentally. Also, that the Mickasukies were still encamped where they had been for some days, and where they were determined to fight us.

I determined at once on indulging them as soon as practicable. Accordingly, the next morning, after laying out a small stockade work for the protection of a future depot, in order to enable me to move with the greatest celerity, I deposited the whole of my heavy baggage, including artillery, etc., and having provisioned the command, to include the 26th, after leaving Captain Munroe with his company, the Pioneers, Pontoneers, with 85 sick and disabled infantry, and a portion of the friendly Indians, who alleged that they were unable to march further, crossed the Kissimmee, taking the old Indian as a guide who had been captured the day before, and who accompanied us with great apparent reluctance in pursuit of the enemy and early the next day reached Alligator's encampment, situated on the edge of a cabbage tree hammock, in the midst of a large prairie; from the appearance of which, and other encampments in the vicinity, and the many evidences of slaughtered cattle, there must have been several hundred individuals.

At another small hammock at no great distance

from Alligator's encampment, and surrounded by a swamp, impassable for mounted men, the spies surprised an encampment containing one old man, four young men and some women and children. One of the party immediately raised a white flag, when the men were taken possession of and brought across the swamp to the main body. I proceeded with an interpreter to meet them. They proved to be Seminoles, and professed to be friendly. They stated that they were preparing to come in; they had just slaughtered a number of cattle, and were employed in drying and jerking the same. They also informed me that the Mickasukies, headed by A-vi-a-ka, (Sam Jones,) was some ten or twelve miles distant encamped in a swamp and were prepared to fight.

Although I placed but little confidence in their professions of friendship, or their intentions of coming in, yet I had no time to look up their women and children, who had fled and concealed themselves in the swamp, or to have encumbered myself with them in the situation in which I then was.

Accordingly, I released the old man, who promised that he would collect all the women and children, and take them in to Captain Munroe, at the Kissimmee, the next day. I also dismissed the old man who had acted as guide thus far, supplying his place with the four able warriors who had been captured that morning.

These arrangements being made, I moved under their guidance for the camp of the Mickasukies. Between 2 and 3, P. M., we reached a very dense cypress swamp, through which we were compelled to pass, and in which our guides informed us we might be attacked. After making the necessary dispositions for battle, it was ascertained that there was no enemy to oppose us. The army crossed over and encamped for the night, it being late. During the passage of the rear, Captain Parks, who was in advance with a few friendly Indians, fell in with two of the enemy's spies, between two and three miles of our camp, one on horseback, the other on foot, and succeeded in capturing the latter. He was an active young warrior, armed with an excellent rifle, fifty balls in his pouch, and an adequate proportion of powder. This Indian confirmed the information which had previously been received from the other Indians, and in addition, stated that a large body of the Seminoles, headed by John Co-hua, Co-a-coo-chee, and, no doubt, Alligator, with other chiefs, were encamped five or six miles from us, near the Mickasukies, with a cypress swamp and dense hammock between them and the latter.

The army moved forward at daylight the next morning, and, after marching five or six miles, reached the camp of the Seminoles on the borders of another cypress swamp, which must have contained several hundred, and bore evident traces of having been abandoned in a great hurry, as the fires were still burning and quantities of beef lying on the ground unconsumed.

Here the troops were again disposed of in order of battle, but we found no enemy to oppose us, and the command was crossed over about 11, A. M., when we entered a large prairie in our front, on which two or three hundred head of cattle were grazing, and a number of Indian ponies. Here another young Indian warrior was captured, armed and equipped as the former. He pointed out a dense hammock on our right, about a mile distant, in which he said the hostiles were situated and waiting to give us battle.

At this place the final disposition was made to attack them, which was in two lines; the volunteers under Gentry, and Morgan's spies, to form the first line in extended order, who were instructed to enter the hammock, and in the event of being attacked and hard pressed, were to fall back in the rear of the regular troops, out of reach of the enemy's fire; the second line was composed of the Fourth and Sixth Infantry, who were instructed to sustain the volunteers, the First Infantry being held in reserve.

Moving on in the direction of the hammock, after proceeding about a quarter of a mile, we reached the swamp which separated us from the enemy, three-quarters of a mile in breadth, being totally impassable for horse, and nearly so for foot, covered with a thick growth of saw-grass, five feet high, and about knee deep in mud and water, which extended to the left as far as the eye could reach, and to the right to a part of the swamp and hammock we had just crossed, through which ran a deep creek. At the edge of the swamp all the men were dismounted, and the horses and baggage left under a suitable guard. Capt. Allen was detached with two companies of mounted infantry to examine the swamp and hammock to the right; and, in case he should not find the enemy in that direction, was to return to the baggage, and, in the event of his hearing a heavy firing, was immediately to join me.

After making these arrangements, I crossed the swamp in the order stated. On reaching the borders of the hammock, the volunteers and spies received a heavy fire from the enemy, which was returned by them for a short time, when their gallant commander, Colonel Gentry, fell, mortally wounded. They mostly broke, and, instead of forming in the rear of the regulars, as had been directed, they retired across the swamp to their baggage and horses, nor could they be again brought into action as a body, although efforts were made repeatedly by my staff to induce them to do so.

The enemy, however, were promptly checked and driven back by the Fourth and Sixth Infantry, which, in truth, might be said to be a moving battery. The weight of the enemy's fire was principally concentrated on five companies of the Sixth Infantry, which not only stood firm, but continued to advance until their gallant commander, Lieutenant Colonel Thompson, and his Adjutant, Lieutenant Center, were killed; and every officer, with one exception, as well as most of the non-commissioned officers, including the sergeant major and four of the orderly sergeants, killed and wounded of those companies; when that portion of the regiment retired a short distance and were again formed, one of these companies having but four men left untouched.

Lieut. Col. Foster, with six companies, amounting in all to one hundred and sixty men, gained the hammock in good order, where he was joined by Capt. Noel, with the two remaining companies of the Sixth Infantry, and Capt. Gillam, of Gentry's volunteers, with a few additional men, and continued to drive the enemy for a considerable time, and by a change of front, separated his line, and continued to drive him, until he reached the great Lake Okee-chobbee, which was in the rear of the enemy's position, and on which their encampment extended for more than a mile. As soon as I was informed that Capt. Allen was advancing, I ordered the First Infantry to move to the left, gain the enemy's right flank and turn it, which order was executed in the promptest manner possible; and as soon as that regiment got in position, the enemy gave one fire and retreated, being pursued by the First, Fourth, and Sixth, and some of the volunteers, who had joined them, until near night, and until these troops were nearly exhausted, and the enemy driven in all directions.

The action was a severe one, and continued from half past twelve until after three P. M., a part of the time very close and severe. We suffered much, having twenty-six killed and one hundred and twelve wounded, among whom are some of our most valuable officers. The hostiles probably suffered, all things considered, equally with ourselves, they having left ten dead on the ground, besides, doubtless, carrying off many more, as is customary with them, when practicable.

As soon as the enemy were completely broken, I turned my attention to taking care of the wounded, to facilitate their removal to my baggage, where I

had ordered an encampment to be formed, I directed Captain Taylor to cross over to the spot and employ every individual whom he might find there, in constructing a small footway across the swamp; this, with great exertions, was completed in a short time after dark, when all the dead and wounded were carried over in litters, made for that purpose, with one exception, a private of the Fourth Infantry, who was killed, and could not be found.

And here, I trust, I may be permitted to say that I experienced one of the most trying scenes of my life, and he who could have looked on it with indifference, his nerves must have been very differently organized from my own; besides the killed, among whom were some of my personal friends, there lay one hundred and twelve wounded officers and soldiers, who had accompanied me one hundred and forty-five miles, most of the way through an unexplored wilderness, without guides, who had so gallantly beat the enemy, under my orders, in his strongest position, and who had to be conveyed back through swamps and hammocks, from whence we sat out, without any apparent means of doing so. This service, however, was encountered and overcome, and they have been conveyed thus far, and proceeded on to Tampa Bay, on rude litters, constructed with the axe and knife alone, with poles and dry bales, the latter being found in great abundance at the encampment of the hostiles. The litters were conveyed on the backs of our weak and tottering horses, aided by the residue of the command, with more ease and comfort to the sufferers than I could have supposed, and with as much as they could have been in ambulances of the most approved and modern construction.

The day after the battle, we remained at our encampment, occupied in taking care of the wounded, and in the sad offices of interring the dead; also, in preparing the litters for the removal of the wounded, and collecting, with a portion of the mounted men, the horses and cattle, in the vicinity, belonging to the enemy; of which we found about one hundred of the former, many of them saddled, and nearly three hundred of the latter.

We left our encampment on the morning of the 27th, for the Kissiminee, where I had left my heavy baggage, which place we reached about noon on the 28th, after leaving two companies and a few Indians to garrison the stockade, which I found nearly completed on my return, by that active and vigilant officer, Captain Munroe, Fourth Artillery. I left there the next morning for this place, where I arrived on the 31st, and sent forward the wounded next day to Tampa Bay, with the Fourth material to try, the former to halt at Fort Fraser, remainder to myself with the First, in order to make preparations for taking the field again, as soon as my ~~hands~~ can be recruited, most of which have been sent to Tampa, and my supplies in a sufficient state of forwardness to justify the measure.

In speaking of the command, I can only say, that so far as the regular troops are concerned, no one could have been more efficiently sustained than I have been from the commencement of the campaign; and I am certain that they will always be willing and ready to discharge any duty that may be assigned to them.

To Lieutenant Colonel Davenport, and the officers and soldiers of the First Infantry, I feel under many obligations for the manner in which they have, on all occasions, discharged their duty; and although held in reserve, and not brought into battle until near its close, it evinced, by its eagerness to engage, and the promptness and good order with which they entered the hammock, when the order was given for them to do so, is the best evidence that they would have sustained their own characters, as well as that of the regiment, had it been their fortune to have been placed in the hottest of the battle.

The fourth Infantry, under their gallant leader,

Lieutenant Colonel Foster, was among the first to gain the hammock, and maintained this position, as well as driving a portion of the enemy before him, until he arrived on the borders of Lake Okee Chobee, which was in their rear, and continued the pursuit until near night. Lieutenant Colonel Foster, who was favorably noticed for his gallantry and good conduct in nearly all the engagements on the Niagara frontier during the late war with Great Britain, by his several commanders, as well as in the different engagements with the Indians in this Territory, never acted a more conspicuous part than in the action of the 25th ult.; he speaks in the highest terms of the conduct of Brevet Major Graham, his second in command, as also the officers and soldiers of the fourth Infantry, who were engaged in the action. Captain Allen, with his two mounted companies of the fourth Infantry, sustained his usual character for promptness and efficiency. Lieutenant Hooper, of the fourth regiment, was wounded through the arm, but continued on the field, at the head of his company, until the termination of the battle.

I am not sufficiently master of words to express my admiration of the gallantry and steadiness of the officers and soldiers of the sixth regiment of Infantry. It was their fortune to bear the brunt of the battle. The report of the killed and wounded, which accompanies this, is more conclusive evidence of their merits than any thing I can say. After five companies of this regiment, against whom the enemy directed the most deadly fire, was nearly cut up, there being only four men left uninjured in one of them; and every officer and orderly sergeant of those companies, with one exception, were either killed or wounded, Captain Noel, with the remaining two companies, his own company, "K," and Crosman's, "B," commanded by Second Lieutenant Woods, which was the left of the regiment, formed on the right of the fourth Infantry, entered the hammock with that regiment, and continued the fight and the pursuit until its termination. It is due to Captain Andrews and Lieutenant Walker to say, they commanded two of the five companies mentioned above, and they continued to direct them until they were both severely wounded and carried from the field; the latter receiving three separate balls.

The Missouri volunteers, under the command of Colonel Gentry, and Morgan's spies, who formed the first line, and, of course, were the first engaged, acted as well, or even better than troops of this description generally do; they received and returned the enemy's fire with spirit, for some time, when they broke and retired, with the exception of Capt. Gillam and a few of his company, and Lieut. Blakely, also with a few men, who joined the regulars, and acted with them, until after the close of the battle; but not until they had suffered severely; the commanding officer of the volunteers, Colonel Gentry, being mortally wounded while leading on his men, and encouraging them to enter the hammock, and come to close quarters with the enemy; his son, an interesting youth, 18 or 19 years of age, sergeant major of the regiment, was severely wounded at the same moment.

Captain Childs, Lieutenants Rogers and Flanagan, of Gentry's regiment, Acting Major Sconce, and Lieutenants Hase and Gordon of the spies, were wounded whilst encouraging their men to a discharge of their duty.

The volunteers and spies having, as before stated, fallen back to the baggage, could not again be formed and brought up to the hammock in any thing like order; but a number of them crossed over individually, and aided in conveying the wounded across the swamp to the hammock, among whom were Captain Curd, and several other officers, whose names I do not now recollect.

To my personal staff, consisting of First Lieutenant J. M. Hill, of the second, and First Lieutenant George H. Griffin, of the sixth Infantry, the latter

aid-de-camp to Major General Gaines, and a volunteer in Florida from his staff, I feel under the greatest obligations, for the promptness and efficiency with which they have sustained me throughout the campaign, and more particularly for their good conduct, and the alacrity with which they aided me, and conveyed my orders during the action of the 25th ult.

Captain Taylor, Commissary of Subsistence, who was ordered to join General Jesup at Tampa Bay, as chief of the Subsistence Department, and who was ordered by him to remain with this column until he, General Jesup, joined it. Although no command was assigned Captain Taylor, he greatly exerted himself in trying to rally and bring back the volunteers into action, as well as discharging other important duties which were assigned him during the action.

Myself, as well as all who witnessed the attention and ability displayed by Surgeon Satterlee, medical director on this side the peninsula, assisted by Assistant Surgeons McLaren and Simpson, of the medical staff of the army, and Drs. Hannah and Cooke, of the Missouri volunteers, in ministering to the wounded, as well as their uniform kindness to them on all occasions, can never cease to be referred to by me but with the most pleasing and grateful recollections.

The Quartermaster's Department, under the direction of that efficient officer, Major Brant, and his assistant, Lieutenant Babbitt, have done every thing that could be accomplished to throw forward from Tampa Bay, and keep up supplies of provisions, forage, &c., with the limited means at their disposal. Assistant Commissaries Lieutenants Harrison, stationed at Fort Gardiner, and McClure, at Fort Fraser, have fully met my expectations in discharge of the various duties connected with their department, as well as those assigned them in the Quartermaster's Department.

This column, in six weeks, penetrated one hundred and fifty miles into the enemy's country, opened roads, and constructed bridges and causeways when necessary, on the greater portion of the route, established two depots, and the necessary defences for the same, and finally overtook and beat the enemy in his strongest position. The results of which movement and battle have been the capture of thirty of the hostiles, the coming in and surrendering of more than one hundred and fifty Indians and Negroes, mostly the former, including the Chiefs Ou-la-too-chee, Tus-ta-nug-gee, and other principal men, the capturing and driving out of the country six hundred head of cattle, upwards of one hundred head of horses, besides obtaining a thorough knowledge of the country through which we operated, a greater portion of which was entirely unknown, except to the enemy.

Colonel Gentry died in a few hours after the battle, much regretted by the army, and will be doubtless by all who knew him, as his State did not contain a braver man or better citizen.

It is due to his rank and talents, as well as to his long and important services, that I particularly mention Lieutenant Colonel A. R. Thompson, of the sixth Infantry, who fell in the discharge of his duty, at the head of his regiment. He was in feeble health, brought on by exposure to this climate during the past summer, refusing to leave the country while his regiment continued in it. Although he received two balls from the fire of the enemy early in the action, which wounded him severely, yet he appeared to disregard them, and continued to give his orders with the same coolness that he would have done, had his regiment been under review, or on any other parade-duty. Advancing, he received a third ball, which at once deprived him of life; his last words were, "keep steady, men, charge the hammock—remember the regiment to which you belong." I had known Col. Thompson personally, only for a short time, and the more I knew of him the more I wished to know; and had his life been spared, our acquaintance, no doubt, would have ripened into the closest friendship. Under

such circumstances, there are but few, if any other than his bereaved wife, mother and sisters, who more deeply and sincerely lament his loss, or who will longer cherish his memory, than myself.

Captain Van Swearingen, Lieutenant Brooke, and Lieutenant and Adjutant Center, of the same regiment, who fell on that day, had no superiors of their years in service; and in point of chivalry ranked among the first in the army or nation; besides their pure and disinterested courage, they possessed other qualifications, which qualified them to fill the higher grades of their profession, which, no doubt, they would have attained and adorned had their lives been spared. The two former served with me on another arduous and trying campaign, and on every occasion, whether in the camp, on the march, or on the field of battle, discharged their various duties to my entire satisfaction.

With great respect,

I have the honor to be, sir,

Your most obedient serv't,

Z. TAYLOR, Col. Com'g.

To Brig. Gen. R. JONES, Adj. Gen. U. S. A.
Washington, D. C.

We have been furnished with the following statement of the killed and wounded of Col. TAYLOR's brigade, in the late action with the Indians, on the 25th of December, near lake Okee-Chubbee, in Florida; which exhibits the loss sustained by each regiment and corps in the conflict.

REGIMENTS AND CORPS.	COMMANDER BY	KILLED.		WOUNDED.	
		Offi.	Men.	Offi.	Men.
<i>Regulars.</i>					
First Infantry	Lt. Col. Davenport	-	-	-	4
Fourth Infantry	Lt. Col. Foster	-	3	1	18
Sixth Infantry	Lt. Col. Thompson	4	16	2	53
Mounted Fourth Infantry	Capt G W Allen	-	-	-	1
<i>Volunteers.</i>					
Missouri volunt'rs	Col. Gentry	1	1	3	22
Spies	Lt. Col. Morgan	-	2	3	4
Indians	Capt. Parks	-	-	-	-
<hr/>		<hr/>		<hr/>	
Total	-	5	22	9	102

NOTE.—Names of the officers killed and wounded have heretofore been published.

CONGRESSIONAL DOCUMENT.

DEFENCE OF THE WESTERN FRONTIER—ORGANIZATION STAFF, ARMY.

Documents submitted to the House by the Chairman of the Committee on Military Affairs, January 18, 1838. Printed by order of the House of Representatives.

QUARTERMASTER GENERAL'S OFFICE.

Washington, January 12, 1838.

SIR: In compliance with your direction, I submit herewith an estimate of the probable expense of establishing the necessary posts for the defence of the western frontier, according to the plan recommended to the consideration of Congress.

For completing the works at Fort Crawford, by adding two bastions at opposite angles of the square, say

\$10,000

For quarters for 400 men, and stables for say 100 dragoon horses, at the new post suggested at the upper forks of the Des Moines river, to be constructed

chiefly by the labor of the troops, of hewn logs, protected by block-houses, after the fashion of ordinary frontier works,

For quarters for say 800 men, at the proposed post, at or near Council Bluffs, to supersede Fort Leavenworth, on the exterior line of defence, to be constructed chiefly by the labor of the troops, of stone or brick material, protected by two bastions, including stables for dragoons, which arm should constitute a large portion of the force assigned to that position,

For the completion of Fort Leavenworth on a modified plan, to suit it to the objects of a post of refuge, on the interior line of defence, thus superseding the estimate for \$80,000 now before Congress,

For permanent barracks and quarters at Fort Gibson, for 1,500 men, the force contemplated for that position, including stables for dragoon horses, and combining with the quarters the necessary works of defence, like those indicated for Council Bluffs and Fort Crawford; the troops to aid in the operations, and do the labor chiefly; the material to be stone, and the buildings constructed in a plain but very substantial manner, as this is one of the positions that will probably never be advanced,

For permanent barracks and quarters at Fort Towson, on Red river, for 800 men, combining the necessary works of defence; the material to be stone or brick, and the buildings constructed in a substantial manner, for the reason suggested in reference to Fort Gibson; the labor to be performed, as far as practicable, by the troops,

For the eight posts of refuge suggested, as forming the inner line of defence, to be constructed on a large scale as to their area, so as to afford shelter for the largest practicable number of refugees; the plan, an extensive square, high exterior walls, with grated windows and loopholes, deep roofs sloping to the interior of the square, so as to enlarge the accommodations as much as possible; the material to be brick, or stone if convenient, in order to render the destruction of the posts by fire, in case of attack, as difficult as practicable; the whole to be constructed in the plainest manner, with reference merely to the temporary accommodation of the inhabitants who may take shelter in them in times of alarm; say for each \$30,000, and for all,

Total, \$700,000

The above result may appear large, at first glance, but it is a *minimum* estimate, and the objects enumerated could only be accomplished with the means suggested, by the most efficient co-operation of the troops, whose increased strength would enable them to afford important aid without seriously interrupting their military instruction, which should always be carefully attended to at the frontier stations.

But if the estimate should be deemed large, I would observe that the object is also large, even a great one. The defence and protection of one thousand miles of our inland frontier, along which there are at least fifty thousand savage warriors, would, I think, be cheaply purchased at such a price.

80,000

120,000

30,000

150,000

120,000

240,000

On looking to the maritime frontier, it will be found that many of the fortifications have exceeded in cost the whole amount of this estimate; and it will be seen that, among the works projected by the Board of Engineers, and yet necessary to complete the defence of the seaboard, there are several whose cost will nearly equal the amount required for the western frontier, and some which will more than double that amount. (See printed documents accompanying the President's Message to Congress, pages 368 and 369.) Besides, the estimate is less than the cost of one line-of-battle ship and a frigate of the first class, (equal to \$780,000,) which is but a tithe of the naval force devoted to the protection of our external commerce. In every aspect, therefore, that the case is viewed, the estimate submitted would appear to be reasonable.

I would add that the building operations beyond the settlements, when carried on by contract or hired labor, are exceedingly expensive. The mechanics and laborers must necessarily be drawn from the interior, at increased wages to induce them to encounter the privations, and enable them to meet the greater expense of living at the advanced stations; and a portion of the materials must always be purchased remote, and transported thither. It is only when the heavy materials are provided on the spot, by the troops, and the labor chiefly performed by them, that works beyond the frontier, where competition in private enterprise cannot be availed of, may be constructed at the reduced rates assumed in this estimate.

You are aware that there are already two appropriations for opening a road beyond the frontier, with posts on it, and for removing the troops from Fort Gibson, amounting to \$150,000, which would be superseded by your plan of defence, should it be adopted. These might be diverted from their original objects, and applied to those recommended. In that case, new appropriations would be ultimately required only to the extent of \$550,000, which might be divided into two or three annual instalments, as it will require some time to raise and organize the force after it is authorized, and to complete so extensive a system of defence as that contemplated.

I have the honor to be, sir, your obedient servant,
T. C. ROSS,
Acting Quartermaster General.
The Hon. J. R. POINSETT,
Secretary of War.

MISCELLANY.

THE EXPLORING EXPEDITION.

PHILADELPHIA, Jan. 11, 1838.

To the Editors of the Journal of Commerce:—

Let censures fall where they belong. The Board of Navy Commissioners are not responsible for the clumsy architecture of the brigs attached to the Polar Expedition. They were not even consulted on the subject, as you may learn from their Report to the Secretary of the Navy. General Jackson, who is a better landsman than sailor, ordered the commandant of the Navy Yard at Boston to build two brigs of such capacity and strength, as Commodore Jones should require; and the result has been the two waddlers, which you have very justly satirised.

Nor ought the Navy Board to be held responsible for the purchase of the rotten schooner. Com. Jones had one built at the Navy Yard of this port agreeably to his directions: she proved no sailer, and was condemned by the Commodore himself, who then requested permission of the Department to purchase the schooner to which you have referred; and if she proved rotten to the rib, it was entirely the fault of the Commodore, or rather perhaps his misfortune. Had permission to make the purchase been refused, the whole country would have charged the delay of the Expedition to the supposed obstinacy of the Secretary, in

refusing a few thousand dollars for the purchase of a schooner.

The truth is, and it will eventually be made apparent, that neither the Secretary of the Navy, nor the Board of Navy Commissioners, can reasonably be held responsible for any of the faults or follies which appertain to the Expedition. Congress in the days of our "glorification," and with an overflowing treasury at their command, had this dazzling project thrown into their imaginations, and without reflection, made a prodigal appropriation to realize the splendors of the dream. General Jackson, through the magic of his magnifying glasses, saw the distant mission, and ordered Commodore Jones to bring it at once to Washington.

In the enthusiasm of the grand enterprise, all the rules and regulations of the service were set aside; all the suggestions of practical wisdom and sober experience forgotten; and as might have been expected, in such a feverish flurry, materials selected without judgment, and ships built without models! Whether this foolish failure will teach us wisdom, bring us back to our senses, and to the sober reality of important practical objects, remains to be seen.

A PRACTICAL SEAMAN.

FAIRFAX COUNTY, (VA.) Jan. 22, 1838.

Messrs. Hale & Hallock,—Gentlemen: Being from home when your paper of the 13th instant reached my residence, your observations on "*The Navy*" escaped my notice, until my attention was called to the article, by reading the reply to your criticism on Naval architecture by "*A Practical Seaman*," in your paper of the 17th, this moment received. Believing that the dissemination of truth and the correction of error have ever been held as cardinal points in directing your course as conductors of one of the widest circulated and most useful journals of the times, I beg leave to offer a few facts, designed to correct the errors into which you seem inadvertently to have been drawn.

As a prelude to what I shall say in reference to the models and qualities of the two exploring brigs, I would refer to the following copy of a memorandum furnished by me on the 22d of July, 1836, in compliance with a call from the Navy Commissioners.

"In modeling the two brigs and the schooner for the Exploring Expedition, it is very desirable to combine, in as great a degree as may be practicable, the qualities of strength, good sailing, moderate draught of water, spacious stowage, with comfortable accommodation for both officers and men; and no one of the foregoing qualities ought to be too much sacrificed for the others. Of the officers, there will probably be no more than eight for each brig, and six for the schooner, of the grades which usually occupy the cabin, wardroom and steerage, and it is proposed to accommodate them all in one cabin. The warrant and petty officers will, I suppose, in number and grade, be the same as are allowed to similar vessels in regular service, but the number of privates will be considerably reduced. These vessels ought to be constructed with high quarter decks or half poops, and the brigs, which are to be full rigged, ought to have light top gallant forecastles. The frames of these vessels might probably be a little stouter than usual, and as suggested by the Navy Commissioners, put sufficiently close to admit of being caulked, both inside and out, as high, at any rate, as light water mark, before the planking (which also might be a little thicker than usual) goes on.

"The necessity of furring the bows and water line of any or all of these vessels to guard against the effects of ice, will be hereafter determined on. The armament of the brigs will probably be six light carriage guns, and that of the schooner, four. The tonnage of the brigs may be well extended to two hundred and thirty or thereabouts, and the schooner to one hundred less, that is, she will be one hundred and thirty tons."

This memorandum was put into the hands of Col. Humphreys, the chief naval constructor at Washington, who projected the drafts and submitted them to the Navy Commissioners. The Navy Commission-

ers approved the drafts; and gave all and every order relative to the modeling and building the two brigs and the schooner Pilot. In one word, the Navy Commissioners exercised exactly the same free will and unrestrained control over the building of all the vessels for the Exploring Expedition, that they have done over other vessels built for the navy under their auspices and superintendence; and if there be a fault or error in the construction of the exploring vessels, such fault or error will not lie at my door, and, therefore, subjecting myself to the charge of being an interested witness, I can testify with more confidence to the good qualities of the brigs Pioneer and Consort. As sea-boats in boisterous weather, they proved themselves all that could be desired of them, on a tempestuous passage of many days, in January last, from Boston to Norfolk. Subsequently, in the Gulf of Mexico, on her passage from Vera Cruz, the Pioneer lost some of the high reputation she had acquired on the passage from Boston, but her bad behavior, I have no doubt, was owing to the extra armament put on her at Norfolk. As sailors, both the Pioneer and Consort are superior to any vessels of burthen out of the United States; from seven to eight knots per hour, close hauled in five or five-and-a-half points of the wind, was no uncommon sailing for them. They work, that is, tack or veer, as quick, and in as little space, and with as much certainty, as any square rigged vessels that float the ocean. Before the wind, on the passage from Norfolk to New York, they both spared the frigate Macedonian all her steering sails, and then could have passed her. Their strength cannot be doubted; their capacity for stowage is very great, and the accommodations for both men and officers are excellent. Their models are not the most pleasing to the eye, neither are they *men of war*, nor were they designed so to be; but for the purposes for which they were intended, I believe them to be superior, and greatly superior, to any vessels now afloat; and the wide world might be searched in vain for better substitutes; nevertheless, I doubt not that better models might now be produced, (with increased tonnage,) still preserving the excellent qualities of these brigs. Admitting it to be true, that in the instance you cite, where the Pioneer was dispatched as convoy to the European Packets, those superior, fast-sailing vessels left her in a few hours; this establishes no objection to the exploring brigs, as it is well known there are few vessels, either merchantmen, or men of war, of this or any other nation, which can compete with the New York Packets. But your statement is erroneous, if intended to apply to the return of the Pioneer upon the occasion alluded to, to her anchorage in the North river; for she is reported to have behaved admirably, and is said to have been the only vessel of any description which beat up that day from the Hook, and this she did against both wind and tide.

What "*A Practical Seaman*" says in reference to the vessel I was authorized to purchase, is not true in any particular, except as to the fact that a schooner (the Clara, of Baltimore, now the Active) was purchased for the expedition. The purchase was made under the following circumstances: When I was first appointed to the command in June 1836, I asked for two schooners, to be built strong, and heavily timbered, for the purpose of surveying among coral reefs; the other, I wished to be a Baltimore clipper. It was decided that only one schooner could at that time be allowed; I, of course, required the strong vessel to be built, always bearing in mind that the *clipper*, if afterwards allowed, could at any time be purchased; and never ceased, on all proper occasions, to urge the necessity of the second schooner, until I was very unexpectedly informed by the Hon. Secretary of the Navy, in August last, that under existing circumstances a second schooner could not be granted; but that it was optional with

me to take the Pilot, or purchase a fast-sailing schooner of about her dimensions, if I could find one suitable as a substitute for her. This offer I gladly accepted, and requested that Col. Humphreys, the chief naval constructor, might be ordered to accompany me on a visit to the principal seaports north of Washington, for the purpose of making a selection; and accordingly we made a thorough search of every wharf, dock, and building yard, at Baltimore, Philadelphia, and New York. At the latter place, Captain Smith, of the Navy, was associated with Col. Humphreys and myself, and after a most thorough and critical examination, the Clara, a first-rate Baltimore city built schooner, of 122 tons, well built, nearly new, and very well found for a merchant vessel, was chosen and purchased for the expedition. She was sent to the Navy Yard at Brooklyn, where her copper, which was of course too light, though perfectly good, was taken off and replaced with heavier, to enable her to stand a voyage of three, four, or more years. It was also necessary to alter her accommodations, and to strengthen and equip her for the peculiar service for which she was designed; but that there was a decayed plank or timber found in her, is utterly untrue, and without the slightest foundation, as far as my knowledge extends, which is derived from the officers of the Navy Yard, where the Active has been equipped. From the round and unqualified assertions made by "A Practical Seaman," one would almost infer that he is a retained witness, ready to vouch for anything. How does he know that "Gen. Jackson ordered the commandant of the Navy Yard at Boston to build two brigs, &c. &c." I am sure he did not receive such information from the commandant of that yard, nor from the venerable patriot whom he attempts to ridicule and traduce. Where also does he derive his authority for asserting that "the Navy Commissioners were not consulted, and are not responsible, for the clumsy architecture of the brigs attached to the 'Polar Expedition.'" The Commissioners of the Navy will not say that they were not consulted frequently and freely, both by the President and by the Hon. Secretary of the Navy, in reference to the propriety of building or purchasing the necessary vessels, as well as on most other matters relating to the organization of a South Sea Surveying and Exploring Expedition, before, as well as after, I was appointed to the command, although "A Practical Seaman" has the effrontery to make the denial for them. The only instrumentality which I had in the modeling and building of the vessels, was in furnishing the memorandum already quoted, in which I particularly required "that they should combine, in as great a degree as practicable, the qualities of strength, good sailing, moderate draft of water, capacious stowage, with comfortable accommodation for both officers and men." In no part of the memorandum was there any restriction, except as to tonnage, and in that particular, I sought to carry out the views of the Committees of Congress, which recommended two brigs of about two hundred tons. The drafts were made out by the Chief Naval Constructor; were submitted for the usual inspection and supervision of the Board, and were examined by them, as is attested by the endorsement, "Approved, John Rodgers, President of the Board."

I should not have noticed "A Practical Seaman," or any other anonymous writer, had not your remarks, as well as his, been founded in error. I therefore felt called on, not to vindicate myself, but to disabuse the public mind in a matter of some moment, and in relation to which public attention has been too much excited to allow any errors to be disseminated, which, remaining uncontradicted, might bias public sentiment.

Very respectfully,

Your obedient servant,

THOS. A. C. JONES, U. S. N.

From the New York Courier and Enquirer.

THE EXPLORING EXPEDITION.

BALTIMORE, 25th January, 1838.

To the Editor of the Courier and Enquirer:

SIR:—In your paper of the 22d inst. in an article headed "The Exploring Expedition," which I have just seen, you say:

"We hear from Washington, that the frigate Macedonian, has been taken from the expedition by the President." And again,

"It is also said that the President, unwilling to run counter to public opinion in this measure, has so arranged that the expedition is thus broken up and spoiled of its fair proportions on the plea that Captain Shubrick claims the command of the Macedonian."

Whoever favored you with these *on dits* must be grossly ignorant of all military principles as applied to the naval service, or wrote in wilful malice.

Neither I nor any other Captain can claim the command of the Macedonian. The President can, if he pleases, give the command of that frigate or any other to the youngest captain in the Navy, being responsible to his country only for the exercise of this power with sound discretion.

But if under any rule I had a right to claim the command of the Macedonian, I think I would not have been guilty of the egregious folly of claiming a ship, the command of which I had within a few weeks declined.

If the President has withdrawn the Macedonian from the expedition, he has no doubt done so for good and sufficient reasons; but he certainly has not done it on my claim or for my accommodation.

I am, respectfully, &c.

WM. BRANFORD SHUBRICK.

Correspondence of the New York Gazette.

WASHINGTON, Jan. 20, 1838.

The Senate did not sit to day. I found the House engaged in a discussion, during the morning hour of a resolution recommending to the President to enter into a negotiation with Denmark for the adjustment of the claims of the officers and crew of Commodore John Paul Jones' sq. adron, on account of two British prizes sent into the port of Bergen, by Com. Jones, and by the Government of Denmark, released upon application of the British minister. For the benefit of any one who may be interested in this claim, I will mention that Com. Jones took two valuable English merchantmen when he was on a cruise, in the year 1779, and sent them into the port of Bergen. The Danish Government gave them up to its ally, Great Britain, on the ground that the capture was piratical as the Americans were rebels against their Government. At this time, the independence of the U. S. had not been recognized by any power but that of France. But Dr. Franklin, who was our minister at Paris, communicated the fact to the Continental Congress, and was instructed to demand indemnity for the outrage. In those early days, you see, we had as much indignation ready, as we have now—more, by a great deal, than we could turn out upon the occasion of the avowal of the Schlosser outrage. Dr. Franklin opened a negotiation with the Minister of Denmark at Paris, and it ended in an offer, on the part of Denmark, of an indemnity to the extent of ten thousand pounds. But the Doctor refused this, he having ascertained that the ships had been insured in London at sixty thousand pounds. Congress passed another hot and flowing resolution on the subject, and sent John Paul Jones himself, as a special agent to Denmark, to "demand redress." This was just at the close of the war of our revolution, and such a step, at such a time, shows that there existed a deep national feeling, in relation to the matter, which overbalanced any considerations of interest which might be connected with it.

Commodore Jones went to Denmark, and after a

long negotiation, in which the Danish Government conceded the principal of the liability, the final settlement of the question was, by mutual consent, transferred to the American and Danish Ministers residing at Paris. But the American minister, Mr. Jefferson, had left Paris without doing any thing in the matter; and, before his place was filled by his successor, the French revolution and its attendant wars broke off all diplomacy, except that which was carried on at the point of the bayonet. Thus was this *pet claim* of the Revolution dropped, and in the treaty of ours which followed, it was lost sight of. At length, when Gen. Jackson undertook to bring up all these old scores and to compromise them, he made a treaty of indemnity with Denmark. Some few of the old heroes, who participated with Jones in his hazards and perils and victories, yet lingered in the land, and they sent in their claims, supposing it to be secured under the treaty. The Commissioners replied to them that the treaty did not go so far back; that it was limited to certain claims growing out of spoliations during the wars of the French revolution. So Congress has again taken up the subject, though not in the spirit in which the old Congress acted upon it, when it was viewed as an encroachment upon our new-born national dignity. No question was, however, taken up on the resolution.

Another claim, but one against our Government, was recognized to-day for the fifth or sixth time, by a favorable report and a bill from the Committee on Foreign Relations. I mean the claim of those American citizens who suffered from the depredations committed on our commerce by French cruisers prior to the convention of Sept. 1800. In these claims, vast in amount, and widely distributed throughout the country, many of your citizens are interested. The claim is upon this Government, not against France; and it is, perhaps, in equity and in justice, as strong a claim as was ever brought against this Government. Our Government settled the claims with France, acquitted France of all obligation on account of them, by the treaty of September, eighteen hundred, in consideration of which public advantages derived to the United States under that treaty. One of those *advantages* was a *purchase of neutrality* in the wars of the French revolution; for, by the previously existing treaty of defensive and offensive alliance, we were *bound* and *pledged* to defend and make good her West Indian possessions; a very pretty job for us truly, especially at those junctures when France was at war with all the world. Inasmuch as the Government has no right, under the Constitution, to take private property for public uses, without just compensation, it is bound to compensate the claimants.

ANOTHER PATRIOT GONE!!!—Departed this life on Friday, 26th ult., JOHN O'NEAL, the Hero of Havre de Grace, in the 71st year of his age. He was a native of the county of Antrim, Ireland, and emigrated to the United States in the 18th year of his age. He has resided in Havre de Grace for the last 40 years, beloved and respected by all who knew him. During the last war, when Rear Admiral Cockburn, with his numerous army, carried fire and sword along the shores of the Chesapeake, and landed at Havre de Grace, Mr. O'Neal, with a few associates, marched to defend the place. Finding their numbers were too few, they all fled but Mr. O'Neal, who remained within his little breastwork, where he endeavored to repel the enemy. The town was at length set on fire, but still our hero was undaunted. At length being overpowered by numbers, he was taken prisoner in the act of loading his musket. He was carried on board the Maidstone frigate, and there detained some days, when he was released, and returned home to his family. He died as he lived, an honest and brave man, full of love for his adopted country, a worthy citizen and a good christian.

WASHINGTON CITY; THURSDAY, FEBRUARY 8, 1838.

DOCUMENTS ACCOMPANYING THE PRESIDENT'S MESSAGE, 2d session, 25th Congress, 1837-8.—These, with the message itself, form a volume of 864 pages, and a cursory examination, which is all that we have been able to bestow, satisfies us that at least three fourths might have been omitted without detriment to the public interest; in fact, we can perceive no possible good that can arise from spreading before the world so large a mass of matter, except that it makes a fat job for the printer, and to this we offer no objection. Much of the information conveyed in the reports from the subordinate offices and bureaux, would be very useful to the committees to which the several subjects are usually referred in the ordinary routine of business, but by far the greater part might be beneficially dispensed with. Does any one undertake to read the whole volume? Or are the body of the people enlightened by the publication of this enormous bulk of reports, estimates and statements? To a very large majority, these documents are inaccessible, and would be unintelligible.

It is the besetting sin of our national and state governments to be prolix even unto tediousness in annual messages and reports of every description. Ternesess, united with perspicuity, is a quality that does not seem to be sought after by public functionaries. If men's talents and merit are to be measured by long speeches and communications, we shall deserve to be called a perephrastic people.

THE SERVICE IN FLORIDA.—Apprised as we have been from time to time of the deadly service in Florida, in which our gallant army has been, since 1835, engaged, we were not a little surprised to learn the great mortality among its officers and men. Since the commencement of hostilities, not less than fifteen of the former, viz :

One lieutenant colonel, one major, four captains, nine subalterns, and one assistant surgeon, have fallen where they fought—in the hottest of the fight, by the rifles of the ferocious Indian.

To the above number must be added fifteen other officers, who have fallen victims to the unhealthiness of the climate, where it has been their fate to be employed.

Eleven officers, too have received wounds, many of whom yet bear the missiles that inflicted them about their persons.

A like proportion of the regular rank and file have likewise been killed and wounded, but the precise number cannot now be ascertained.

It may not be uninteresting to learn, that the militia force at different times, which has been mustered into the service of the United States, for duty in *Florida*, is about 20,000 men, of which number the killed reported thus far is four officers and twelve men.

Mr. JOHN A. KYLE, at the office of the Paymaster U. S. A., New York, is authorized to receive subscriptions to the Army and Navy Chronicle.

THE EXPLORING EXPEDITION—once more.—This expedition, like the Seminole war, seems destined to be a never-ending theme of discussion.

The letter of Commodore JONES to the editors of the New York Journal of Commerce is one of the numerous publications on this fruitful subject that deserves a place in the Chronicle; and that the question may be understood in all its bearings, we have inserted, likewise, the article signed "A Practical Seaman," which would not have found its way into our columns, but for the notice taken of it by Commodore JONES. The remarks of the editors, referred to by Commodore J., we did not preserve, and therefore cannot now add.

Under the proper head will be found a communication in defence of the Chief Naval Constructor; as he has come in for a share of the strictures, it is due to him that he should not be condemned without sufficient cause.

The Washington correspondent of the New York Courier and Enquirer has furnished that paper with some statements tending to exonerate the Secretary of the Navy from much of the blame which has attached to him for the delay attending the outfitts of the squadron. In justice to the Secretary, and believing, from the general correctness of this correspondent's statements, that these are likewise correct, we give his remarks to our readers.

Correspondence of the Courier and Enquirer.

WASHINGTON, 28th January, 1838.

In a former letter, I expressed a determination to abstain from any further notice of the *Exploring Expedition*, but as there are some facts connected with it, not generally known, and as the Secretary of the Navy has borne all the odium (if there be any) attached to its reduction, I will give you another view of the subject.

Whatever may have been the Secretary's opinion of the character of the vessels which ought to be employed on the contemplated voyage, he has been sustained in that opinion by some of the most experienced and practical seamen in the Navy of the United States. It is true, General Jackson did not think with the Secretary, and ordered the Macedonian to be prepared and fitted for the undertaking.

From the moment Mr. Van Buren came into power (March 4th, 1837,) down to the present day, Mr. Dickerson has been charged with being the sole and exclusive cause of detaining the squadron, and ultimately of reducing the force of the Expedition, by withdrawing the Macedonian from it. Now, this is not correct, and it is ascribing to the Secretary more *merit* (for so I consider it) than on this occasion he is entitled to. In my letter of the 20th instant, I gave you the report on this subject of Commodores Hull and Biddle, and Captain Aulick, from which it appears that they considered a frigate unnecessary, if not *improper*, for such a cruise. The Board of Navy Commissioners had previously intimated the same opinion.

You may be disposed to inquire, what is the state of the expedition at this time? It is difficult to give you a direct answer; because, what is decided today may be reversed to-morrow. But I believe I may venture to assure you, that there is now some prospect of its sailing in *detachments*. The probability is, that the force will be about equal to that recommended by Messrs. Hull, Biddle, and Aulick, with some alteration in the character of the vessels. I think the squadron will be composed of the *Peacock*, *Levant* (or *Vincennes*,) *Relief*, and a schooner.

There will be no frigate, nor will there be any difficulty in relation to the officers. They will be selected for their respective stations, and *ordered* to perform the duty assigned to them.

WASHINGTON.—Every thing that relates to this venerated name possesses an interest, in our estimation, that cannot pall by repetition. Shakespeare must have had such a man in his mind's eye, when he wrote the well known line—"we ne'er shall look upon his like again."

We have lately had in our possession an original letter from WASHINGTON to his friend, Gen. THOS. NELSON, of Virginia, and although it is not on a military subject, we have thought it would be of sufficient interest to our readers to afford the space required for its insertion.

MOUNT VERNON, 24th Sep. 1787.

MY DEAR SIR: I have the pleasure (in the first moments after my return home) to enclose you a copy of the Constitution which the Federal Convention has submitted to the people of these States.

I shall make no observations thereon—your own judgment will point to the good and defective parts of it. And the experience you have had in the national councils will readily suggest to you the difficulties which occurred in attempting to reconcile the various interests, jealousies, and prejudices which pervade the different parts of this union. Explanation, therefore, is unnecessary.

No man is more ardent in wishing that the Constitution had been more unexceptionable; but I sincerely believe that it is the best that could be obtained at this time; and as a constitutional door is opened for amendment hereafter the adoption of it under present circumstances is, in my opinion, desirable.

From a variety of concurring accounts it appears to me that the political machine is, as it were, suspended by a thread. That the Convention has been looked up to by the thinking part of the community with a solicitude which is hardly to be conceived—and that, if nothing had been agreed on by that body, that anarchy would have followed by hasty strides. The seeds of it are plentifully strewed. With the greatest esteem and regard I am

My dear Sir,
Your most obedient and
Affectionate humble servant,
Go. WASHINGTON.

General NELSON.

The value of the ARMY AND NAVY CHRONICLE, as a work of record and future reference, has always appeared to us as a question beyond doubt or dispute. We are strengthened in this belief by every day's experience, and feel warranted in bringing the following instances (out of the many that almost daily present themselves) to the notice of our readers, as proof in evidence.

On a recent occasion, when it was important to a whole grade to establish a particular fact, some officers borrowed of the editor two bound volumes, which contained the information sought for, and which could not have been found elsewhere without infinite trouble.

A subscriber, who wished to have his papers bound, for preservation, applied, within a few days past, for some deficient numbers, and remarked:

"The Army and Navy Chronicle will be, in a few years, a standard and necessary work in the library

of every officer in either branch of the service, and I am desirous that my copy should be complete."

If there are any others who wish to possess complete files of the Chronicle, it would be advisable for them to apply in season, while the back numbers can be furnished. The extra copies of the first volume (4to) have been long since disposed of, and could not now be obtained without a re-print, which it is not likely the demand will justify. Sets from the 1st January, 1836, bound or unbound, may be procured on application to the editor.

A correspondent puts the following query to us: "Who commands the 6th regiment of infantry, since the death of the gallant Lieut. Col. THOMPSON?"

By military usage, we believe, the senior officer belonging to the regiment serving in the field, is the commanding officer. It so happens in the present case, that the senior officer of the 6th infantry is a captain. The colonel of the regiment is in command of a department, in virtue of his brevet rank; the major is on duty on the Sabine frontier, and the two captains highest on the list are on detached service.

The lieutenant colonel, who succeeds to the vacancy occasioned by the death of Col. THOMPSON, is on duty at the military academy, as commandant of the corps of cadets, and will, we presume, be ordered to join his regiment in Florida.

Capt. THOMAS BARCLAY, of the Royal Navy, died suddenly at his residence in Bond Street, New York, on Tuesday 30th ult., in the 55th year of his age.

From an attack of paralysis, his body and nerves became enfeebled, and his mind latterly melancholy. The night before his death, he expressed apprehension that he would be an object of pursuit; the following morning he made his way to the roof of his house, whence he fell to the pavement, and survived the shock but a few hours.

His funeral was attended on Thursday afternoon (says the New York Albion) by an unusually numerous and respectable company, among whom it was very satisfactory to perceive several distinguished officers of the Navy of the United States.

COLONEL ZACHARIAH TAYLOR, of the 1st regiment of United States infantry, the commander in the engagement of the 23rd December, is one of the few remaining officers of the late war with Great Britain, now in service. He is one of those who, at an early period of that war, distinguished themselves in the service; and his conduct on this occasion has been worthy of his high reputation as a brave and gallant officer. We can never forget his brave defence of Fort Harrison, on the 5th September, 1812. Being at that time a captain of the 7th infantry, and commanding the post, he was assaulted by a powerful band of Miamis, who were repulsed with severe loss. The President, on that occasion, was pleased to confer on Captain TAYLOR a brevet of Major, for "GALLANT CONDUCT IN THE DEFENCE OF FORT HARRISON."

Lieut. W. H. Fowler, of the 1st artillery (a graduate from the Military Academy last year, and son of Col. B. Fowler of the Engineer Department) is represented on undoubted authority to have behaved very gallantly with the detachment of 25 regulars under his command in the action between Lieut. Powell, of the Navy, and a party of Indians near Jupiter inlet. It is believed, in fact, that by his intrepidity he saved our party from being cut to pieces. Such instances of gallant conduct should not go without mention.

Extract from a letter, dated CALLAO, Oct. 7, 1837.

"The North Carolina is still here; she will sail, however, in a few days, for Valparaiso. The Boxer is also here. The Enterprise has gone to the coast of Mexico.

"War is still raging between this Government and Chili. The Chilénos have at last made their appearance on this coast, and have landed at Payta, within three days' sail of this place, with 6,000 troops. There are, in the castles here, 10,000 ready to meet them, and nearly all Bolivians.

"P. S. The Bolivian troops are now marching to Chorilleos, about four miles distant, where they expect the Chilian troops will land. Admiral Blanco commands the Chilian expedition.

MILITIA AFFAIRS.

The Legislature of Virginia on Thursday last, 1st inst. elected the following persons, as Brigadiers General.

Col. ASA ROGERS, of Loudoun, 6th brigade, vice SAMUEL M. EDWARDS, resigned; unanimous.

Colonel JAMES W. PEGRAM, of Petersburg, 15th brigade, vice GEORGE C. DROMGOOLE, resigned.

There is every probability that, owing to the judicious and energetic measures adopted by Gen. SCOTT, the designs of those who have attempted to raise a rebellion in Canada, will be frustrated, and the neutrality and peace of that frontier be preserved.

We learn, with regret, that a serious accident happened to Adjutant General R. JONES, of the army, which may confine him to the house two or three weeks. He was riding on horseback, on Tuesday afternoon, in the neighborhood of the city, when his horse stumbled; the General was thrown, and had his left arm fractured above the elbow.

The Charleston papers announce the death of the Seminole chief OSEOLA, which took place after a few days illness of an affection of the throat, at Fort Moultrie, on the night of Tuesday, 30th ult.

Mr. Catlin has returned to New York from Charleston with the portraits of Oseola, Micanopy, and other chiefs.

ARRIVALS AT WASHINGTON.

Feb. 5—Lieut. Col. John Fowle, 6th Inf.	Alexandria.
6—Lieut. J. F. Lee, 1st Arty.	Polk's.
Capt. T. Swords, 1st Drags.	Fuller's.

LETTERS ADVERTISED.

WASHINGTON, Feb. 1, 1838.

ARMY.—Col. A. Cummings, 3, Major John Green, 2, Lieut. Robert Lee, Lieut. F A Lewis, Capt. Gouv. Morris, Lieut. J W Penrose, Lieut. H S Turner, Dr. J B Wright.

NAVY.—Mid. N Barnes, Jr., Purser D Fauntleroy, Capt. B Kennon, 2, Com. L Kearny, 5, Dr. J A Lockwood, Dr. M Morgan, Lieut. M Mason, Lieut. S C Rowan, Capt. W Ramsay, 3, Purser S Ramsey, Mid. J B Randolph, P. Mid. W Reynolds, Capt. R F Stockton, 2, Lieut. J R Tucker, P. Mid. W M Walker.

MARINE CORPS.—Lieut. George F Lindsay, Col. S E Watson.

PENSACOLA, Jan 1, 1838.

NAVY.—Lieut. F Engle, Lieut. G Gansevoort, Lieut. C H Kennedy, P. Mid. H J Paul, Lieut. W Radford, Mid. W Reid, Lieut. R Semmes, Purser — Todd, Lieut. J H Ward, 3.

LATE OF THE NAVY.—Dr. L Osborne, 2, J H H Sands.

REVENUE CUTTER SERVICE.—Capt. P Gatewood, Lt. Gay Moore, 2, Lieut. O Peters, Capt. T C Rudolph, Lieut. D M Stokes.

[The foregoing names are copied from the Pensacola Gazette; the rank is not attached, but as there are persons of the same name in the navy and revenue cutter service, there is no doubt these letters are intended for them.]

U.S. ship St. Louis.—Capt. T Paine, 5, Dr. J W Plummer, 4, Dr. G W Evans, 3, P. Mid. Lloyd J Bryan, 2; Midn. Wilson R McKinney, 2, C F Spotswood, 2, Van R. Morgan, 5, Wm P Moran, 2, J Norvell, 2, G W Rodgers, 2.

U. S. ship Boston.—Capt. E B Babbit, 6, Lieut. T J Manning, 3, Lieut. E W Moore, 3, Dr. H N Glentworth, 2, Purser P A Southall, 4; Midn. J F Armstrong, J C Howell, R Perry.

U. S. schooner Grampus.—Lieut. E Peck, 3, Acting Lieut. W. Chandler, 2, P. Mid. James M Lockert, 2, Purser T Marston Taylor, 6, Midn. S D Trenchard, 5, Wm L Parkinson, Wm F De Jongh, 2.

U. S. ship Concord.—Commanding Officer, 2, Lieut. H A Adams, 17, Lieut. T J Leib, 2, Lieut J De Camp, 11, Lieut. J P McKinstry, 3, Dr. M Coulter, 6, Purser N Wilson, 13, P. Midn. G M White, 3, J K Bowie, Midn. G H Cooper, 5, T B Barrett, 3, W Shield, C Saunders, 3, J Oshannasy, 3, S D Trenchard, J Norvell.

U. S. ship Ontario.—Capt. S L Breese, 11, Lieuts N W Duke, 6, A B Fairfax, 11, S Barron, H French, 14, Dr. E J Rutter, 6, Purser J Bryan, 4, Dr. A G Gambrill, 3, P. Mid. Wm S Smith, 9, Midn. E A Barnett, 3, L M Wilkins, Wm E Newton.

PASSENGERS.

NEW ORLEANS, Jan. 14, per steamboat Mazeppa, from Mobile, Lieut. J. B. Grayson, U. S. A. Per ship Eliza & Abby, from Tampa Bay. Col. A. Cummings and Lieut. Tibbatts, of the Army.

Jan. 19, per steamboat John Linton, from Red river, Major De Russy, of the army.

CHARLESTON, Jan. 29, per steamboat North Carolina, from Wilmington, W. R. Gardner, of the navy.

COMMUNICATIONS.

THE EXPLORING EXPEDITION.

Much has been said and written on the subject of the Exploring Expedition. Much fault has been found, and censure freely bestowed, by persons who undertook the office of censors without knowing all the facts, or understanding the subjects they pretended to discuss. Round assertions have been made of incapacity in the construction of some of the vessels of the squadron, and these charges have been copied and diffused until they have assumed an aspect which threatens to destroy professional reputation. It is time the truth was told, and that those who have been undeservedly the objects of censure should be placed in a proper attitude before the public. Amongst those who have come in for a share of censure from the press for his agency in the construction of the vessels of the exploring squadron, stands the Chief Naval Constructor. I do not deem it necessary, at this time, to give a statement, in detail, of the works of this gentleman. They may be seen in all the classes of vessels of our navy, though not in all the vessels of the navy; my object at present being more with the brigs Pioneer and Consort. The tonnage of these brigs was fixed first at

200; but was subsequently enlarged to two hundred and thirty, (230) of which tonnage they were built. Those in authority said "That these vessels were to combine, in as great a degree as practicable, the qualities of strength, good sailing, moderate draught of water, spacious stowage, with comfortable accommodations for both officers and men. The frame of these vessels to be a little stouter than usual, and the timbers put sufficiently close to admit of being caulked inside and outside, as high, at any rate, as light water mark, before the planking, which is also to be a little thicker than usual, goes on. The necessity for furring the bows, to guard against the effects of ice, will be hereafter determined on."

It appears, then, that these vessels were not intended for fast sailers; they were to possess the quality of "good sailing," which may be considered the lowest grade of sailing, or fair sailing for a merchant vessel, with moderate draught of water, strength, comfortable accommodations for both officers and men, (63 in each brig,) and *capacious stowage*. How were all these desirable qualities to be concentrated in a vessel of 230 tons? Five points or qualities were to be attained, four of which were in opposition to the quality of fast sailing. The commander of the expedition knew this, and hence he only required "good sailing." He did not consider fast sailing desirable, because he was aware, in attaining that, he must sacrifice other qualities of more importance. One desirable quality, "*capacious stowage*," was, of itself, sufficient to destroy all idea of fast sailing. The word "*capacious*" is, emphatically, a capacious word, and due attention was paid to it. If the adjective "good" had been set before the word "*stowage*," as it had been before the word *sailing*, so as to have read "*good stowage*," something more might have been taken from the stowage, and added to the sailing; but when the word *capacious* was used, more was supposed to be required for this quality than for others. But still these vessels performed well, and it will appear that in the construction of the Pioneer and Consort, the Chief Constructor combined, in as great a degree as practicable, the qualities of *strength, good sailing, moderate draught of water, spacious stowage*, with comfortable accommodations for both officers and men. For proof of which, reference is made to the following documents: Extract of a letter from an officer on board the Pioneer, dated January 17, 1837, at Norfolk, published in the National Intelligencer, February 1st, 1837: "We arrived at this anchorage yesterday, after a stormy passage of 18 days. We encountered heavy gales from the northward and westward, alternately, which drove us nearly across the Gulf stream. Our barque is an admirable sea boat, the best I ever served in; the seamen all say they never saw a better. She is very stiff, although it was predicted at Boston that she would be crank, or top heavy. She is also a very *fair sailer, and, what is still more to the purpose, a very weatherly vessel*, that is, we go to windward when close hauled by the wind, and gain more than a vessel that is not weatherly. The Consort, also, bore herself nobly, and parted company five days out, in a snow storm." It appears that the commander of the expedition was satisfied with the performances of these vessels, and that they were adapted to the service for which they were designed, as will appear by the following extract from his report to the Secretary of the Navy, on returning from the experimental cruise in May, 1837.

EXTRACT FROM THE REPORT.

May 15th, 1837. Throughout this day fresh gales and squally weather, with a very considerable sea cross and choppings. The most of the time this ship (the Relief) was under single reefed topsails, occasionally setting fore and main top-gallant sail, and the main course. The barques carried top-gallant sails over single reefed topsails and courses, most of the

day, and only took them in when going ahead or to windward of this ship, and on one occasion, when very close together in a squall, which caused the Relief to clew down her topsails, the Pioneer and Consort carried courses and top-gallant sails through it, without laying them over as much as this ship did with her topsail on the caps. During this day the squadron was three or four times tacked, this ship missing once, as did the Consort and schooner each once; but more certain or quicker working ships than the Pioneer and Consort, in the various situations in which I have seen them tacked, now many times, I am confident are not to be found anywhere; and their stability or capacity to carry sail, I am sure, is unsurpassed by any description of vessel whatever. The experiments of this day go far to remove my doubts as to the ability of the barques for clawing off a lee shore. They outcarry any vessels I ever saw. They work quicker, under all circumstances, than any other square rigged vessels I have met with in the navy. They lay close to the wind, make but little lee way, and, although they do not go fast through the water, they would gain a point to windward before a vessel whose velocity through the water might be far greater.

The report concludes in the following manner:

The conclusions to which I have brought my mind, as regards the qualities of the Pioneer and Consort, are—

1st. That the barques are fair sailing vessels when compared with the best merchant ships, other than the Liverpool packets or force traders.

2d. That their ability to claw off a lee shore in stormy weather is greater than that of, perhaps, any merchant ship.

3d. Their capacity for carrying sail far exceeds that of any other vessel I have ever seen.

4th. In stays, whether in smooth or rough water, light or strong breezes, they are the best working square rigged vessels I have ever met with.

5th. Their capacity for stowage is superior to any vessel of similar tonnage to be found anywhere; they being capable of taking in 18 months' provisions, &c., with four months' water for their complement of 63, all told, and at the same time affording better accommodations to officers and men than is to be found on board many sloops of war.

6th. Their draft of water is moderate, and will never exceed thirteen feet, when stowed for eighteen months.

7th. Their strength and ability to stand thumping, or grinding on rocks, or the pressure of ice against their sides could hardly be surpassed by any vessels of their tonnage that would out-sail, out-stow, or out-carry them. With these good qualities, the question will naturally be asked "What more is needful?" They lack celerity of movement through the water. Give them that quality in addition to their other superior points, and perfection in the highest degree would be obtained; [good sailing only was required.] Of the schooner Pilot I have now to speak. In reference to her the foregoing seven points are hardly less applicable than they are to the barques. She lacks heels more than the barques; but if there is no other defect or reason why she does not sail faster, that of deficiency of sail may be of itself sufficient.

So much from the report.

In June, 1837, a Board of five Post Captains was appointed by the Secretary of the Navy, to examine into the condition of these vessels, and their fitness for service in the surveying and exploring expedition. Having made the necessary examination, (the vessels were in dock,) the Board reported to the Secretary of the Navy as follows: "Having carefully considered all the information obtained by personal examination, and that which they had received from others, the Board first proceeded to form an opinion upon the condition of the barques Pioneer and Consort, and schooner Pilot, and united in the

opinion that it was good, the vessels being sound, strong, and well built. They next proceeded to consider whether these vessels were fit for service in the surveying and exploring expedition in the seas, and for the objects stated in your letter constituting the Board. After a careful review of all the information communicated, and a reference to their personal examination of the vessels, the Board were of opinion that although these vessels do not, and probably could not be made to, combine, to the extent which might be desired, a due proportion of the qualities of sailing and working well, great strength, and capacity for stowage, yet by some alterations, which could be soon completed, they might be made to answer the purpose proposed sufficiently well to justify their employment."

The writer here closes his statement of facts and remarks, under a belief that the vessels built for the exploring expedition combine, in as great a degree as practicable, the qualities of strength, good sailing, moderate draught of water, capacious stowage, with comfortable accommodations for both officers and men.

H.

NAVAL ARCHITECTURE, No. 1.

PENSACOLA, Jan. 19, 1838.

In my communication of November 21st, you will observe that an opinion, decidedly unfavorable, is expressed relative to the corvettes Vandalia, Concord, Natchez, Warren, Falmouth, and Lexington. I did not intend to convey more in my remarks respecting these ships, than that they were exceedingly dull as sailors, and but poor models for exhibition, as specimens of the science of ship-building, as it exists in the United States. With regard to their strength or effective force, they may be equal, and perhaps superior, to vessels of that class in foreign navies; but for the qualities most desirable in sloops of war, they are entitled to no commendation whatever. I know not where the fault lies, nor am I desirous of knowing; but of late years there have been built at our dock yards some of the veriest clumps of ships that have ever floated beneath the "stars and stripes." In proof, witness the Pioneer and Consort barques, and the schooner Pilot, of the Exploring Expedition. If a Dutchman had draughted them, we might have considered their models tolerable for him; but for us, as Americans, to have produced such "demijohns," is rather mortifying, to say the least of it. Better things are expected of us, and it is high time that very serious attention should be bestowed upon the subject of Naval Architecture, in all its various ramifications, as best calculated for the construction of our ships of war, so as to combine in each, every essential to her strength, velocity, and force.

Your paper presents itself as a proper medium for the dissemination of all knowledge applicable to the art of ship building, as it exists in this or any other country, and if the remarks which follow, (though but in part original,) shall seem to you just and proper, and calculated to be productive of benefit to the service, they are entirely at your disposal.

To the United States of America, ship-building ought to be considered a national art. Our navy is the sinews of our strength, the arm that gives us our political importance, and makes the name of our country known, respected, and feared, in the most distant regions of the world. Neglect or destroy it, and our lost pre-eminence in commerce will soon be humbled in the dust. And what, we would ask, is the proud term *navy*, which, as Americans, we so often quote with exultation and hope, but a name identified, in the closest and strongest way, with the art of draughting and constructing our ships? Let Naval Architecture be regarded peculiarly as a national art. Give to the subject all the science and intelligence which the country can bestow. Let its first elements, its feeblest beginnings, as well as

its highest attainments, be fostered and encouraged. On those who add to its perfection, let public honors and rewards be bestowed. Let our men of science be induced, like Euler, D'Alembert, Professor Inman, and Sir R. Seppings, to look to it as an object to which their high attainments may be applied, with the full and certain prospect of the highest honor and renown.

By experience we are taught, that in ship-building there are certain fixed principles, which may be safely adopted as data on which to ground systems of reasoning, connected with the properties to which those principles refer. All ships, whether designed for war or commerce, should possess *strength, capacity, stability*, and pass *swiftly* through the water. If these desirable and primary qualities are obtained, others, resulting from them, must necessarily be obtained also. It is, however, not a little remarkable, that although experience has taught us these general relations in the construction of ships, yet within its revealed limits, such various forms have been produced, as almost to defy calculation with regard to their qualities. Some ships, though constructed with only a slight approximation towards these limits, appear to possess every good property we can desire; yet others, though framed with equal care, shall display qualities utterly at variance with the former. Constructors, anxious to avoid one defect, create another, worse than the first, and the conditions connected with any theoretical investigation of the cause are so intricate, that efforts to account for it in that manner generally fail of success. In the construction of a ship, therefore, we are to secure to her as many good qualities as possible; and, if any one of these must be partially sacrificed to secure another more desirable, no more of the first should be abandoned than absolute necessity requires; both should approach to a maximum as near as possible.

In the "Annals of Philosophy," for November, 1824, there is an admirable article, by Mr. Major, upon the subject of an *experimental* digest of the properties of different rates of ships. In the same journal, for January, 1826, Mr. Harvey has published a paper on Naval Architecture, in which he refers to the proposal of Mr. Major, and thus speaks of it: "I know of nothing that at the present moment would so much tend to increase our stock of information on ship-building as Mr. Major's proposal; since it would be carrying at once, into the very heart of ship-building that spirit of genuine induction, which, in so many other branches of knowledge, has produced such mighty consequences. Let us enquire how we obtain information in other cases; how the philosopher works in his difficult investigations, and what are the instruments and methods employed by him when tracing the hidden mysteries of nature? Are they not *experiment, observation*, a careful watching after resemblances and relations of every kind? Does he not analyze every principle, separate every part, and, in the end, collect into general and connected laws the individual results which his sagacity has discovered? Just so ought it to be in the pursuit of Naval Architecture; for there are, about that subject, elements of a very peculiar kind, whose individual properties and collective laws, it is of the *highest* importance to determine."

Much may, indeed, be said about theory; but pure theory has yet done little for ship-building. What we want is a theory founded on the basis of experiment and observation. Naval Architecture would thus be in a high degree benefitted, and an art which, it is not too much to say, is of the very first importance for the United States to cultivate and encourage, would be placed on a basis better suited to its dignity and value.

M. N. K.

[No. 2 is received, and shall appear in our next.]

GEN. JESUP AND THE MILITARY ACADEMY.

MR. EDITOR: By inserting in your paper the following extract from an official letter, addressed by Major General JESUP to the Adjutant General of the army, dated August 13, 1837, you may show to the young officers on duty at the Military Academy, how their services are appreciated by the present commanding general in Florida.

[EXTRACT.]

"It may truly be said the spirit of the service is gone, or fast going, when officers of respectable standing can be found ready to abandon the high and honorable duties of their profession to become *schoolmasters* at West Point. This circumstance augurs worse for the army than any thing I had before witnessed. By the way, I cannot perceive how, under the laws as they exist, you can take any but engineer officers for service as teachers. While the Government encourages, or even permits, officers to be so employed, it is impossible that the army can improve." [See Doc. No. 78, H. R.]

"The army improve," faith! What was the army before the graduates of the Military Academy entered it? The old, scientific, and unprejudiced officers have answered the question. The enlightened and liberal part of the community have too often instituted a comparison as to the state of "moral and military science," before the Academy sent forth its élèves, and since that time. The illiberal writer himself shows what the graduates are worth, by employing them as his aids, his adjutants general, his acting topographical engineers, his quartermasters, and his commissioners!

He forgets that every one is not like Gen. Jackson and himself—born soldiers! He forgets that persons generally need instruction in military science before they can become so; and, for this purpose, that a military school and teachers are necessary. And, for the latter, who are better qualified than graduates themselves?

We pronounce this attack on the only national institution in our country illiberal and unjust, and the letter containing it should have been hurled back in his teeth by the authorities.

When it is recollect that of the officers of the army who have been killed, and who have died, in Florida, *seventeen* are graduates, none but a prejudiced mind will say that the "spirit of the service is gone, or fast going," while there runs a drop of blood in the veins of the youths reared by Thayer, Worth, and Hitchcock.

WEST POINT.

DOMESTIC INTELLIGENCE.

From the Milledgeville Recorder, Jan. 23.

HEAD QUARTERS, }
Milledgeville, Jan. 20, 1838. }

The Commander-in-Chief has received a call from Col. Lindsay, for a company of infantry, to be stationed in Paulding county. Its organization will conform to the directions contained in the order of the 12th inst. Volunteer companies are again invited to enter the service for the defence of the Cherokee country.

By order of the Commander-in-Chief.

MILLE & GRIEVE, *Aid-de camp.*

Two companies are ordered out by the Governor, according to the requisition of Col. Lindsay, for the defence of the Cherokee country.

FLORIDA WAR.

From the Savannah Georgian, Jan. 29.

The steam packet Forester, Captain DILLON, arrived here this morning from Garey's Ferry. From Captain D. we derive the following intelligence, which we transmit by express mail, and hope to receive particulars for our next.

Lieut. Powell, with about 80 men, including regulars, landed at Jupiter Inlet, and took a squaw; she

told them she would carry them where the Indians were encamped, which was about 7 miles off. Lieut. P. attacked them. The Indians returned the fire with a great deal of spirit, when the sailors ran, and had it not have been for the artillery they would all have been cut to pieces. All the officers were wounded. Dr. Lightner was killed.

JACKSONVILLE, Jan. 18.—*Authentic from the Army.*—By an officer on his way to the north in search of health, we have just learned, that Gen. Jesup is with the body of the army 100 miles south of Lake Harney, and his prospects of bringing the war to a close are brighter than they have ever been before.

That he is in the undoubted vicinity of the strong hold of Sam Jones and his party, with a knowing Indian guide, manifestly without any appetite to be hanged.

That Gen. Hernandez has established a post at St. Lucie; whence, across to the Gulf a cordon of power so ably and effectually formed that Gen. Jesup can rapidly concentrate a strong force at any desired point, and render it impossible for the wily foe much longer to hold out against our forces, now even desperately determined at every hazard to bring this hated service to an end.

By the steam packet Forester, Capt. Dillon, arrived at Savannah on the 29th ult., from Garey's Ferry, the editors of the Georgian have received several letters, from which they furnish extracts, and forwarded them in slips by the express mail.

A letter from "Camp, near the Everglades, and 25 miles west of the depot at Indian river Inlet," dated January 18, 1838, says:—

"You will hear, probably, before this reaches you, that Lieutenant Powell had a little brush with the Indians, near Jupiter Inlet. It appears that he landed with about 80 men, sailors, with the exception of 25 regulars. Soon after landing, he found an old squaw, who offered to guide him to the place where the Indians were, about 7 miles off. He followed her direction and came upon the Indians, some say 40, some 60, and others 80 or more. The fire commenced on his side, when the Indians returned it with spirit, and soon put the sailors into utter confusion, who fled, and the whole party would have been cut to pieces, but for the regulars, as Lieut. Powell and all acknowledge. Six or eight were killed and left upon the ground, with a man who was only wounded, but could not retire. He was left to the tender mercy of the Indians. Dr. Lightner, of the navy, was killed, and every officer wounded. The regulars behaved nobly."

"Two of the boats were left, in one of which were a keg of powder and a box of cartridges, with rum, whiskey, and other sailor comforts."

"We are within 21 miles of Fort Basinger, one of the forts on Kissimee river. We have now a cordon of posts from Charlotte harbor to Indian river; and most of the Indians are believed to be to the south of us."

Another letter, dated January 19th, at camp near lat 27°, about 20 miles S. W. from Indian river Inlet, E. F., says:

"We have nothing here but what will reach you before this letter. The affair near the Jupiter inlet is very unfortunate and will, no doubt, inspirit the enemy."

"Gen. Jesup and staff, with the 2d regiment of dragoons, reached camp from Indian river depot yesterday. It is pretty well ascertained that the largest body of Indians is collected on the islands and the swamps surrounding O-kie-cho-bee, to which the army will probably move from this position, in a day or two. Fort Gardiner is 21 miles due west, and Capt. Fowler, who returned yesterday, having been sent out for the purpose, reports that the ground will ad-

mit of a good road, and it is probable we will get our supplies from that side. From Fort Taylor to this camp it is almost impracticable."

Another letter of the 18th (from Fort Lloyd,) states: "In Lieut. Powell's affair, two sailors and two soldiers killed, as also Dr. Lightner, their surgeon, from Charleston, and about 20 wounded, none very badly. Lieut. Johnston, formerly of the artillery, was the only officer who escaped, the rest being all wounded. Eight of the Indians, it is said, were killed. The old squaw was brought off captive."

Another letter of same date (from Fort Christmas,) says:—"Nothing has been heard of the army for six or seven days, except that it is sixty or seventy miles in advance of Fort Taylor, near the enemy, on the St. Lucie. Something important must soon transpire."

Another letter of the 21st inst., (at Fort Brooke, Tampa Bay,) says:—"Jumper, with 11 warriors, 22 Indian women and children, 6 negroes, and 24 women and children, in all 64, arrived here on the 19th. The Indians are on board a vessel, and will leave tomorrow for Fort Pike. The negroes remain here for the present."

"General Jesup is now on the Kissimme. It is thought the army will meet, or have met at Fort Basinger. It is said that the Indians have located themselves on an island south of the Oche-chubbee."

Another letter says:—"Since the surrender of Jumper and his warriors to Col. T., of which you have heard, Ala-tooche, with 16 warriors, had gone in to General Smith, who occupies positions still westward of Col. Taylor, both of whom have strong forces."

NIAGARA FRONTIER.—We learn that it is Gen. Scott's intention to discharge the militia called into the service of the United States at an early day, if, indeed, he has not done so already.

The Buffalo Commercial Advertiser, of Tuesday, says: We have been informed that four of the State cannon, which were obtained from Col. Ransom, by means of a forged order, were last night recovered by Gen. Randall. They were hid in a barn belonging to Mr. Huff, in this city.

Gen. Wool, of the United States army, and Gov. Jennison, of Vermont, were at Swanton, one of the frontier towns in that State, by the last accounts. Their object in going there, says the Burlington Free Press, was to ascertain whether any necessity existed for calling out the militia. The same paper states that "Philander Huxley, a respectable farmer of Alburgh, having occasion to go across the line on Thursday week, was arrested and taken to Montreal as a spy."—Albany Argus.

In the Legislature of Michigan on the 12th ult. the following preamble and resolutions were offered:

Whereas, recent occurrences of an atrocious character, the assemblage of armed bodies of men, on both sides of the boundary line separating the United States from Canada, the commission of high-handed acts, in violation of the laws of the United States, by troops illegally armed and assembled, and the extraordinary state of excitement and exasperation manifested by the inhabitants, not only of Canada, but of this State, render the presence of an efficient and competent force of the United States absolutely necessary on the frontier of this State; therefore,

Resolved by the Senate and House of Representatives of the State of Michigan, That the Governor of this State be, and he is hereby, requested, without delay, to apply to the President of the United States, that a force of at least two regiments of United States troops, with a due proportion of artillery, may be ordered to the Canadian frontier of this State.

And further Resolved, that a copy of this resolution be forwarded to our Senators and Representatives in Congress, with the request of this Legislature that they use all exertions to obtain a compliance with the said application.

Among the advantages attendant on internal improvement may be regarded the institution of a new and distinct profession under the name of Civil Engineering. Furnishing ample opportunities for the use of mechanical and mathematical talent, it at the same time conduces to health by the necessity it imposes of being in the open air, and the inducements which it offers to active exercise. Supplied from the ranks of those who have been liberally educated, at the military or other academies, its followers are in the general specimens of rare intellectual endowment, coupled with energy and manliness of character. Frank, generous, and easy of address, civil engineers possess the characteristics of those who are brought up to the profession of arms without the sterner traits that distinguish persons who "live by the sword." Instead of being the parent of bloodshed and violence, civil engineering is the promoter of human happiness by increasing the means of intercourse among men, and uniting in a community of interest those whom sectional distinctions may have kept asunder.—*Baltimore American.*

INCREASE OF THE ARMY.

We publish, to-day, an abstract from the *Globe*, of the Bill for the increase of the army, and the better organization of its staff, which passed the Senate last week without a dissenting voice. The increase, it will be seen, is by adding to the present companies, not by organizing new regiments. This is in accordance with the views which prevailed when the army was reduced, and it is certainly the most economical and effective way of strengthening this important arm of the national defence. In fixing the peace establishment, the regiments were reduced to the minimum force, while staff and regimental officers were retained sufficient for an army of twice the size. This policy was assailed vehemently at the time, but experience has shown its wisdom.

Of the expediency, nay absolute necessity, of the proposed augmentation, we do not see how any one can doubt, whose mind is not nervously apprehensive of the danger of a standing army to the liberties of the people, or warped by partisan feelings. We have again and again expressed our conviction of its expediency, not only on the score of national defence, but of economy. The cost of employing a militia force, rendered necessary by the smallness of the regular army, within the last four or five years, has exceeded the sum which would have supported, within the same period, the proposed increase. Our fortifications on the sea board have been completed, or are hastening to completion. Their armament has been commenced, and, if it is not intended to let works which have cost so many millions, go to ruin, they must each be garrisoned by a sufficient force to keep it in order. Now, with the present strength of the artillery regiments, there are not men enough for this service. Recent bitter experience has shown the necessity of maintaining a considerable military force on our eastern and northern boundary. We have seen the laws and treaties of the country violated with impunity, our neutrality compromised, and the peace of the country endangered by its own citizens, whilst the Government had no disposable force at hand to make itself respected.

But the circumstance which renders an augmentation of the army most necessary, is the consummation of the policy pursued by the last administration towards the Indians. Of the character of that policy, we have not now to speak. We believe that the country at large has acquiesced in its necessity and humanity. Be this as it may, the scheme has been carried into effect, and we must shape our measures to the exigencies springing out of these new relations. We have concentrated, at vast trouble and expense, beyond, but in juxtaposition with, our extreme western border, an immense number of Indians, in different stages of civilization, but all cherishing a deep

seated sense of wrongs sustained at the hands of our people. We need not dwell upon the danger which Louisiana and Arkansas have to apprehend from the proximity of powerful tribes thus disposed, and who, if united, could bring into the field not less than forty thousand rifles. An inroad of one-fourth of that number, on our weakest frontier, would carry every thing before it, and involve consequences at the mere imagination of which we shudder. This danger was one of the arguments used against the scheme of concentrating the Indians west of the Mississippi, and the lapse of a few years has shown that it was not imaginary.

It is the solemn duty of the National Government, to provide for the protection of those States whose peace and safety have been endangered by its policy; nor is the obligation less solemn, to protect the Indians themselves, alike from internal wars, and from the encroachments of the whites upon their newly assigned limits. The Government has now an opportunity of permitting the experiment to be fairly tried, as to how far the aboriginal race is susceptible of civilization, and is bound, and we have every reason to believe anxious, to afford every facility to this desirable end. The exclusion of that miserable race of whites, who have none of the virtues of either civilized or savage life, is of the first importance to the welfare of the new colonies. Their corrupting influence upon the Indians, has been experienced from the earliest settlement of the country; and their machinations have led to most of the wars which have been waged with the whites.

To fulfil this double duty, of protecting its own citizens, and guaranteeing the internal peace and security, and promoting the welfare of the Indian tribes, the Government proposes the establishment of two lines of military posts, both running parallel to the western boundary; the one a little within, the other somewhat beyond the line. The object of the first is to afford places of refuge for the inhabitants, in case of a sudden incursion of the Indians. The more remote and important cordon of posts, is placed beyond the limits of the States, in order to avoid any collision with the civil authorities. These posts are to be connected by a military road, which was located last autumn, and upon this road there will be frequent parties of dragoons in motion, in order to intercept intruders, and to prevent the introduction of ardent spirits among the Indians. The facilities afforded by the road, will enable a strong force to be concentrated at any point of danger.

The plan of the Government, with reference to the defence of the western frontier, and the other objects we have alluded to, seems to us to be wise and effective, but one which necessarily calls for a strong military force to put into successful operation. Congress has sanctioned the plan, and it would be trifling with the public interests, now to withhold the means of carrying it into effect. Whilst our northern and eastern and Atlantic frontiers would require, for their protection, more men than the present establishment consists of, the Government plans, with respect to the western, would employ all the additional force provided for by the bill which has passed the Senate.

We have briefly and imperfectly alluded to some of the considerations which, in our mind, render an addition to the numerical force of the Army indispensable. We hope the bill will not be assailed in the other House, merely because it is an administration measure. We do not profess any great moderation in our opinions, but we sincerely deprecate factions opposition, when the real interests of the country are involved.

We cannot conclude this article, without paying a tribute to the ability with which the affairs of the Army are managed by the present Secretary at War. Expectation was high with respect to him, and it has been realized. He devotes himself with great assiduity to the promotion of the best interests of the

Army, and we doubt not he will reform abuses, do justice to all, and re inspire the officers with that pride and delight in their profession, which once so generally prevailed.—*Fredericksburg Arena.*

SELECTED POETRY.

From the National Intelligencer.

TO THE MEMORY OF T. B. A.*

Deep in the dell, where Withlacochee's stream
In silence rolls beneath the hammock's shade,
Where *Izard* fell, awaking from the dream
Of savage yell, and foemen's deadly blade,
The martyr'd victim heard the battle cry,
And foremost rush'd, to death or victory.

Amid those darkling scenes, our gallant train,
In deep despair, with famine in their rear,
The battle-strife infuriate could sustain
With deeds of valor. No renown to share;
No trump of glory *their* exploits to tell;
No laurel crowns, to point that *there they fell*!

And thou, lov'd youth, who, thro' thy cheerless toils,
A mother's doting heart could fondly cheer,
Midst dangers harrowing, whence the heart recoils,
Hast sunk in sickness on the fatal bier;
Oh! who thy worth, with trumpet-tongue, shall spread,
And sing the praises of the sainted dead?

Poor martyr'd victims to a specious cause!
Ye felt the wrong ye were compelled to do;
Where, God defied, and all his moral laws,
To Christian doctrine faithless and untrue,
With treacherous words, inveigled to betray,
The savage proud *disgusted* turns away.

From infancy to manhood's early prime,
The budding promise of perfection smil'd;
A son's devotion hail'd the coming time;
A mother's hope the future yet beguiled.
In life, beloved! in death, forever dear!
Thy parting legacy, the anguished tear!

L. C. A.

*Understood to refer to the late Lieut. THOMAS BOYLETON ADAMS, of the U. S. army who died in Florida on the 14th Dec. 1837. *Ed. A. & N. C.*

ARMY.

OFFICIAL.

GENERAL } HEAD QUARTERS OF THE ARMY,
ORDER, } ADJUTANT-GENERAL'S OFFICE,
No. 3. } Washington, Feb. 5, 1838.

I....The establishment of Clothing Depots in Florida, pursuant to "General Orders," No. 52 of 1837, is not intended to supersede the necessity of rendering the usual estimates for clothing and equipage required by 51st Article of the General Regulations of the Army. Company commanders will accordingly transmit the usual annual estimates to their Colonels, as heretofore prescribed.

II....Should the troops, or any portion of them, now serving in Florida, be ordered out of the territory, they will be supplied with clothing for the year from the Florida D-pots, provided, the articles required can, at the time, be spared.

By ORDER OF ALEXANDER MACOMB,
Major Gen. Com'g in Chief:
ROGER JONES, Adj. Gen.

NAVY.

ORDERS.

Feb. 1—Mid. Geo. W. Chapman, Naval School, New York.

3—Lieut. S. W. Godon, leave 12 mos. with permission to visit Europe; at the expiration of which to report for duty in the Med. squadron.

5—P. Mid. S. Decatur, Revenue Cutter Madison.

VESSELS REPORTED.

At Callao, on the 7th Oct. U. S. ship North Carolina, all well. Also, U. S. schr Box-r. Nicholson, to sail in a few days for Panama, all well on board.

Ship Natchez, Com'r Mervine, off Galveston, Jan. 22.

Spoken, 14th Jan. off the Sabine river, ship Vandalia, Com'r Gwin, on a cruise—all well.

At St. Thomas, 19th January, ship Ontario, Com'r Breese, from St. Croix for Porto Rico.

At Norfolk, 1st inst. Revenue cutter Washington, Capt. Hunter, from New York.

The frigate Columbia, Commo. Read, dropped down to the anchorage off the Naval Hospital on Friday morning, 26th ult.

Schr. Active, Lt. Comdt. Woolsey, from a cruise, anchored at the quarantine ground, New York, on Sunday last.

MARRIAGE.

At Richmond, Va., on the 31st ult., Lieut. JOSEPH MYERS, U. S. Navy to Miss RACHEL H. daughter of the late SAMUEL MYERS, Esq., dec'd, of that city.

DEATHS.

In Norfolk, on the 25th ult., aged 24 years, Mrs. GEORGIANNA McCLELLAN, wife of JOHN McCLELLAN, Esq. late of the U. S. Army, and youngest daughter of Mr. ARTHUR TAYLOR, Seqr. of Norfolk.

In Norfolk, on the 27th ult., of sore throat, in the sixth year of his age, ROBERT, eldest child of Lt. R. B. CUNNINGHAM, of the U. S. Navy.

At Westfield, N. Y., on the 18th ult. of consumption, Captain CHARLES C. TUPPER, of the U. S. Marine Corps, aged 36.

At Lockport, N. Y., of bilious fever, on the 26th ult. Lieut. CHARLES H. E. SPOOR, of the 4th reg't. U. S. Infantry, aged 26 years.

Suddenly, whilst sitting in his chair, on the 20th ult. at his residence, near New Brunswick, N. J., Capt. HENDRICK SUYDAM, a patriot of the revolution.

Capt. ROBERT ELLIOT, 105 years of age, died at his residence in Montgomery county, Virginia, on the 4th day of January, 1833; having served his country, both as a soldier and captain, during our Revolutionary War.

At his residence in Delaware county, Pennsylvania, on the 12th of January last JOSHUA HUMPHREYS. The subject of this brief sketch was born in that part of Chester county, now Delaware, in June, 1751; and at the time of his decease was in his 87th year. In the early part of his life his parents moved to Philadelphia, when he was apprenticed to James Penrose, a ship builder of high reputation. He soon gave evidence of the possession of superior intellect, and, by close attention to the profession he had chosen, rapidly rose to eminence. In the Revolutionary war, he built the frigate Randolph, afterwards commanded by Captain Nicholas Biddle. After the close of this war, Mr. H. continued actively engaged in the construction of merchant vessels, until 1794, when he was appointed by General Knox, then Secretary of War, to build the frigate United States, and to make the draughts and moulds for the frigates authorized to be built by the act of Congress, passed in 1794. The ships built by the drawings of the deceased, were, the United States, Constitution, President, Congress and Constellation. The fine qualities of these ships indicate his superior professional attainments.

He continued in the service of the Navy Department until a few months after the accession of Mr. Jefferson to the Presidency, when that gentleman removed him from office; and this information was communicated by Robert Smith, Secretary of the Navy, in delicate and flattering terms. It is proper here to remark, that Mr. H. belonged to the Washington school of polities, and continued so until his death. After his dismissal from office, by Mr. Jefferson, Mr. H. resumed his business as a shipbuilder, and continued it until 1811, when he retired to his farm, where he passed his time in the bosom of his family, in the cultivation of his farm, and in the enjoyment of the society of his friends. Mr. H. belonged to the religious society of Friends. Making no public profession of religion, he was nevertheless duly impressed with the great truths and consoling benefits of Christianity. He died as he lived, in full hope of a blessed immortality. His death is a sad bereavement to his friends; and although he had attained the great age of 87 years, his mind was clear, unclouded and comprehensive to the last. Few men have descended to the tomb more regretted than our friend. His moral character was unimpeachable, his professional character unsurpassed.

8.